

TONOPAH DAILY BONANZA

Published every evening, Sunday excepted, by the Tonopah Bonanza Printing Co., Incorporated.

MEMBER ASSOCIATED PRESS MEMBER NEVADA PRESS ASS'N

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Terms of Subscription by Mail for Daily Bonanza:
 One Year \$12.00
 Six Months \$7.00
 Three Months \$4.00
 One Week \$1.00
 Delivered by Carrier, \$1.25 per Month

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Entered at the postoffice in Tonopah as second class matter.

TO DEVELOP MINES

SEVERAL bills are pending in the senate and assembly all looking towards ameliorating the lot of the prospector and miner by establishing a responsible central agency to assist in opening mineral ground that has a reasonable assurance of becoming a producing mine. One of these bills is fathered by Harry McNamara, of Nye county, who has been engaged in the mining business all his life, and therefore is endowed with a knowledge of the handicaps to which the mine hunter is exposed. The bill proposes a non-partisan board to be known as the mining bureau to which all questions of value, development, cost of marketing and other economic features may be referred with the assurance that they will receive the prompt attention of the board. The bill has many excellent features that recommend it to the taxpayer as one with reasonable certainty of carrying out the motives of the author.

FUNDS FOR ROAD BUILDING

A bill before the house contemplates raising one million dollars for road building in Nevada. The object of the measure is worthy of unanimous support but, before passing to final reading, the bill should be carefully dissected in committee with the object of ascertaining the exact manner in which this fund is to be distributed. If it is going to be placed at the disposal of the highway commission there should be a clause inserted stipulating that every dollar realized from the bond issue must be expended in actual construction and not a penny taken out to defray the expenses of what appears to be part of the Boyle state machine wherein the main object is to spend money to establish friendly relations between the administration and sections of the state where influence will count two years hence. The highway commission has achieved the wonderful record of spending \$80,000 for office expenses without having a foot of improved highway to show as the result of the outlay. The government has placed at the disposal of Nevada millions of dollars which can be used for developing postal routes but we have yet to hear of any material improvement in sections of the state where good roads are chiefly needed. The amended road bill, as passed by the late congress, takes a more liberal attitude allowing the use of federal funds on roads which may eventually be used for rural delivery. This widens the scope of the statute and the revision will be of great value to Nevada if the highway commission chooses to bestir itself and present some tangible plan for connecting the most populous parts of the state with a series of roads covering the best patronized areas. The waste of money by the state highways board is something appalling but the loss of time is even more deplorable. Two years ago a force of engineers drawing salary from the state triangulated and cross-sectioned the territory lying between Tonopah and Goldfield and a report on the subject was made to the highways commission where it was pigeonholed for nothing more was heard from it. The Walker lake district, the scenic route through southern Nevada, has been used for the employment of scores of engineers and surveyors and each year the announcement is solemnly made that work is about to begin on this most important link in an intrastate highway. Nothing further has been done, and gauging the future from performance in the past, nothing will be done until some check is placed on the spending capacity and the prodigality of the said board in conducting its office. The situation is almost as humorous as the dereliction of the courts in tolerating the receivership of the State Bank and Trust company which has been operated for the personal aggrandizement of the receiver and his attorneys. Over a month has elapsed since a contract was awarded for the construction of fourteen miles of much needed road in this county. There is no evidence that the work will be started this year or within the life of the present generation for the contractor has not been called upon to begin construction and it looks as though another dream of the desert dweller has gone glimmering.

Nevada wants good roads and must have them but, if there is any bond issue sanctioned, then it behooves the legislature to see that the issue is carefully safeguarded so that some tangible benefits will accrue without any further delay.

DIFFERENCE WITHOUT DISTINCTION

LATEST reports from Paris state the world is aroused by the action of the British government in boldly appropriating the German cable system which would give the Britons command of the best marts open for development. Why there should be an outcry against this reprisal is singular, viewed from the standpoint of President Wilson, who authorized the seizure of the telegraph and cable lines of a friendly company incorporated and operating supposedly under protection of American laws. The action of Postmaster General Burleson in taking possession of the system of the Postal Cable company is far more reprehensible than the action of the British. In the former instance the lines commandeered were taken by a subterfuge as a war measure long after the war had virtually ceased and the world was readjusting itself to peace conditions. Then it must be considered that the seized lines were owned by American citizens and taken over in direct denial of the constitutional rights of the owners which were violated without due process of law and without any justification save in the minds of an autocratic bureaucracy built up in Washington by connivance of the president himself. The German lines might properly be styled spoils of war and therefore were rightfully the property of the nation enjoying the fruits of conquest. His majesty's government also was actuated by the very laudable object of securing trade extension and industrial expansion for the benefit of the entire empire whereas in the case of the United States the wire lines were confiscated for the sole purpose of controlling the trans-

mission from Paris of news that would not be palatable in this country. The whole proceeding smacks of high-handed robbery and piracy that no autocratic country would have thought of without fear of arousing its people to revolt. The president of the United States evidently feels that he is superior to the criticism of plain citizens or he would be more particular about his actions in exceeding the powers which are conferred on him by the constitution.

Prohibition is fast becoming the cure-all for all worldly ills. When a pretty woman cannot display her shins without having them hidden behind a four-foot fence it is time for indignant citizens from Missouri to cry out as one man "Show me."

CANTEEN SHIP OF BRITISH FLEET FINDS RESPITE FROM YEARS OF HAPPY MEMORIES

(Correspondence Associated Press)

LONDON, Feb. 17.—Crews of the American battleship squadron which formed one of the powerful outfits of the Grand Fleet that ruled the sea during the war will learn with regret of the dismantling of the old liner Borodino, the floating canteen for four years of the British navy, according to navy officials.

Her war work done, the Borodino now returns to the placid commerce of peace time. How much the Borodino, administering to the creature

comforts of the fleet, did to relieve the strain of warfare and the monotony of life in the dreary regions of Scape Flow, the Americans can testify. And they will recall how on returning from a sea mission the crew of a United States battleship took a special pride in cleaning up the Borodino, stripping its well-stocked counters of the last bun and the last pair of suspenders.

The Borodino was the first unofficial port of call of the warships on their return from the arduous cruises in the North Sea. The smaller craft would lay themselves alongside the old liner while their crews went aboard. The larger ships would send their customers in small boats, or would receive visits from the "drifters" attached to the Borodino as delivery vans.

It was an extraordinary variety of purchases that the canteen ship offered. There were comestible comforts of every description, all sorts of dainty dishes to break the monotony of "bully beef" and biscuits; tobacco, cigarettes, books and candy.

That was only part of the stock. Visitors to the Borodino learned that the sailor has delicate tastes of another kind. Choice perfumes at \$5 a bottle, face cream and expensive toilet soaps constituted one of the

most popular departments of the store.

The Borodino did not go to sea, of course, with the Grand Fleet, but she had her own adventures. Once on a trip from the Mersey she was hailed mysteriously by wireless.

"What ship is that?" "Borodino," replied the canteen ship innocently. "Where are you bound?" was the next question. To everyone afloat except a U-boat commander the Borodino's name was her passport, and the inquiry put the vessel on the alert and she cleared out of those waters at full speed. The submarine seeking the Borodino for its prey was sunk. Some months later an officer visited the canteen ship and asked for discount on the ground that he was "the chap who sank that U-boat." He got it.

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DEL MONTE POLO TOURNAMENT SET

(City Associated Press)

DEL MONTE, Cal., March 13.—The annual Del Monte polo tournament will be held from Saturday, March 29th, to Sunday, April 13th. Owing to the war no tournament was held last year.

It is already assured that southern California will be represented with one team and possibly two and Central California and the northwest may also have their colors on the field. The San Mateo and Burlingame clubs will be on hand as usual.

In the senior events the Del Monte challenge cup and the W. H. Crocker cup will be at stake. There will be trophies for the junior play.

There are a number of strings of polo ponies already in training here. Maurice Hecksher, the eastern player, has fifteen mounts in training and in the games, and Hugh Drury, Felton Elkins, Harry Hunt, Lawrence McCreary, Lieut.-Col. Wm. G. Devereaux and Thomas Mangan are others who have their ponies on hand ready for the contests to get under way.

The biggest failure is the man who is afraid to try.

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Pacific League Gossip From Training Camps

(City Associated Press)

SAN FRANCISCO, Cal., March 12.—All of the clubs of the Pacific Coast Baseball League are quartered at their respective training camps and undergoing their workouts preliminary to the regular training season.

Along with the veterans there are dozens of newcomers who are being given an opportunity to show their knowledge of the game. A few of these may be heard from. The majority, as a rule, fail to pass muster. The various training grounds together with the respective managers on whom will devolve the task of building up teams are:

Portland, Crockett, Cal. McCrea; San Francisco, Santa Clara, Cal. Graham; Salt Lake City, Pittsburgh, Cal. Herr; Seattle, Taft, Cal. Elymer; Vernon, Vernon, Cal. Esch; Sacramento, Sacramento, Cal. Rodgers; Oakland, Oakland, Cal. Howard; Los Angeles, Los Angeles, Cal. Killiter.

The season will begin on Tuesday, April 8, which is one week later than has been the opening date of the past thus allowing additional

time in which to round up the teams. The pairing of the teams for the opening day games are: Seattle at San Francisco, Oakland at Sacramento, Los Angeles at Portland and Vernon at Salt Lake City.

Arrangements already are under way in the cities where the opening games are scheduled to be played, for fitting ceremonies to celebrate the advent of the 1919 season. Dinners, parades and speeches in which city and state officials will be invited to take part, are being arranged and preparations made for the reception of record crowds which are expected at each place as a result of action from war times.

Principal interest will center at the start of the season on the work of the Seattle and Portland teams, both of which are newcomers in the league, the former never having played in it before, while the latter was out for a year. It will be the first time in the history of the Pacific Coast league that eight teams will play the circuit.

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